

COUNTY FOREST COMPREHENSIVE LAND USE PLAN

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Revised 5/21/19

CHAPTER 700

FOREST ACCESS

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700 DEFINITION OF ACCESSES, ACCESS CONTROL AND HISTORY

Resource management, protection activities, recreational uses, and other public uses on the Vilas County Forest require several different types of access. Since the Forest is large and diverse, a broad network of access opportunities have developed over the years. A combination of geography, soils, vegetation, surface waters, seasons of the year, presence/absence of roads or trails, ownership of adjoining lands, and public regulations interact to manage methods of access to any part of the Forest.

Pedestrian access to all parts of the forest is a requirement for all County forest lands. This chapter will address pedestrian access including snowshoe and skis as alternative forms of transportation on the County Forest. Established recreational trails for this purpose will be addressed in Chapter 900- Recreation.

Many people have physical limitations which reduce their ability to access the forest. The American with Disabilities Act requires special consideration for individuals with physical limitations to insure their continued access. This chapter will address forest access in

consideration of physical limitations.

Historically, people have utilized animals to assist in forest access, horseback and sled dog are examples. This chapter will address the use of animal assisted transportation modes and alternative forms of transportation on the County Forest. Established recreational trails for this purpose will be addressed in Chapter 900- Recreation.

Motorized access to the forest comes in many types including access by licensed motor vehicles, snowmobiles, all-terrain vehicles (ATV), utility terrain vehicles (UTV) and Off-Highway Motor Cycles (OHM). Forest access other than licensed motor vehicles are often considered as recreational use, however much of the public utilizes various modes of motorized transportation as alternative transportation from home and cottages to access and utilize the forest for other reasons. This chapter will address the use of snowmobiles, all-terrain vehicles (ATV), utility terrain vehicles (UTV) and Off-Highway Motor Cycles (OHM). as alternative forms of transportation on the County Forest. Established recreational trails for this purpose will be addressed in Chapter 900- Recreation.

Many of the existing roads and trails were originally developed as logging roads, forest fire protection lanes, or trails used to reach popular hunting and fishing areas. The locations and standards for these earlier roads were not routinely established by county personnel, nor were they maintained on a regular basis.

Over the years, the access density and frequency of motor vehicle use on the Forest has increased in response to an expanding number of motorized off- road vehicles and to provide improved access for forest management activities. Much of the development of these accesses did not consider future use demands or the impact that these accesses would have on the forest.

Uncontrolled, unmanaged, and overuse of access roads and trails, especially for motorized vehicles, creates erosion issues putting the forest and water resources at risk. This erosion

and over-use results in rutted and often impassible roads and trails which require costly repairs that must be covered by the County or various trail groups. These accesses must be maintained to insure continued access to various areas of the forest for the public, forest management practices and forest protection.

Increased demand for recreational use of accesses, both motorized and non-motorized has created user conflict and safety issues resulting in reduced ability to complete forest management practices and maintain forest protection in many areas during much of the year.

Increased demand for accesses by motorized users has created user conflict with hunters and wildlife. Reduced game availability due to high use and decrease in wild areas results in overcrowding of hunters in certain areas of the forest. Increases in access provide potential for over-utilization of resources including reductions in the availability of trophy-sized deer and higher than average harvest of grouse along trails.

Increased demand for accesses by motorized and non-motorized recreation in the same areas has created user conflict between the user groups. Shared use of trails by both motorized and non-motorized recreational uses results in safety issues.

Increased access for all uses, developed historically, have resulted in increased threats to the forest including increased potential for fire ignition sources, increased potential for transfer of insects, disease and invasive species. This increase in access has also resulted in unauthorized disposal of garbage and litter.

In relation to the above issues and the diverse demands for access, and uses of, the County Forest, integrated access management planning is needed. Integrated access management planning will reduce user conflict, improve safety for all users and provide for forest management and forest protection.

705 CHAPTER OBJECTIVES

1. Provide direction to the committee and resource managers in order to maintain a network of accesses on the County Forest. This will meet the needs for resource management and protection activities, as well as provide public access for recreational opportunities.
2. Identify the distribution, density, and types of access and uses of accesses needed to establish a safe and efficient transportation and recreation system that complements the economic, environmental, and social interest in the County Forest.
3. Identify the existing and future County Forest accesses eligible for transportation aids under s.86.315(1), Wis. Stats. And State and Federal Trail aids.
4. Identify areas on the County Forest where the access will be limited or restricted to preserve wildlife habitat, hunting areas and special management areas.
5. Identify the provisions and criteria that will be policy when addressing management of accesses on the County Forest.

706 PEDESTRIAN ACCESS INCLUDING SNOWSHOEING AND SKIING

The public is allowed to access all parts of the forest, including all roads and trails, on foot, at all times. Use of snowshoes and skis during the winter is considered continuation of pedestrian access with the condition that the use is powered only by the individual. Walking, snowshoeing and skiing is allowed on all forest lands including those trails and roads gated or marked as closed to motor vehicles. Pedestrian users are cautioned that some areas, such as motorized trails, construction areas and active timber sale areas have increased danger and that contractors may ask the pedestrian users to avoid active areas for their own protection. The county may designate areas with safety concerns as closed to pedestrian access for safety by action of the Forestry, Recreation and Land Committee. Established recreational trails for skiing and snowshoes will be addressed in Chapter 900-Recreation.

707 ACCESS FOR MOBILITY IMPAIRED PEOPLE

Individuals with mobility disabilities are permitted to use wheelchairs and manually powered mobility aids, such as walkers, crutches, canes, braces, or other similar devices designed for use by individuals with mobility disabilities in any areas open to pedestrian use. Disability documentation is not required. A wheelchair is defined as a manually operated or power-driven device designed primarily for use by an individual with a mobility disability for the main purpose of indoor or both indoor and outdoor locomotion.

Individuals with a State-issued, disability-parking placard or card, or other State-issued proof of disability, a valid, State-issued, disability-parking placard or card, or a Class A, B, or C Disability Permit issued by WI DNR or other State-issued proof of disability may apply for a permit, under the Vilas County Forestry, Recreation, and Land Department - Accessibility Guidance Policy, for use of other power-driven mobility devices (OPDM's) on specific areas of the forest that they may wish to access. Other Power-driven mobility device means any mobility device powered by batteries, fuel, or other engines – whether or not designed primarily for use by individuals with mobility disabilities - that is used by individuals with mobility disabilities for the purpose of locomotion, or any mobility device designed to operate in areas without defined pedestrian routes. OPDM's are not wheelchairs. Permits will be reviewed, approved or denied based upon site specific indicators within the policy. The area mapped below has been developed for access by mobility impaired people and is available for use by qualified individuals.

708 ANIMAL ASSISTED ACCESS INCLUDING EQUESTRIAN AND DOGSLED

Although this animal assisted access to the forest has greatly reduced since the formation of the forest and the improvements in motorized vehicles, that use has not been excluded in regulation or policy. Use of animal assisted access to the forest is allowed on all forest lands including those trails and roads gated or marked as no-motor vehicles. Wheeled attachments such as wagons are not allowed to be used on the forest other than on roadways open to motor vehicles. Animal assisted forest users retain all personal liability for their use of

animals in the access. Animal assisted users are cautioned that some areas, such as roadways, construction areas and active timber sale areas have increased danger and that contractors and forest staff may ask the users to avoid active areas for their own protection. Animal assisted users shall also be aware that all forest lands are open to hunting and the use of dogs and animal use may increase the personal danger in unmarked areas. The county may designate areas as closed to animal assisted access due to safety by action of the Forestry, Recreation and Land Committee. Maps of areas closed to animal assisted access will be maintained by staff and will be available upon request. It is advisable to contact the forestry office prior to utilizing animals for access to the forest in specific areas. Established recreational trails for equestrian and dog sleds will be addressed in Chapter 900- Recreation.

709 **MOTORIZED ACCESS**

710 **STREET LEGAL LICENSED MOTOR VEHICLES- ROADS**

The public is allowed to access the forest utilizing street legal licensed motor vehicles including cars, trucks, and motorcycles on all roads and trails not closed with a physical barrier or gate or marked as closed to motor vehicles with appropriate signage. Temporary signage may close road segments to the public based upon conditions including but not limited to safety factors resulting from management practices, road conditions related to weather events, or for maintenance activity.

Only roads and trails which meet design specifications to allow protection of soils and water resources and surface conditions to allow for maintenance of the roadway will be retained open to motor vehicles.

Vilas County Forest staff will oversee the construction or all new roads and maintenance of all existing roads within or across County Forest Lands. These roads may be constructed and maintained by the County, Townships, private contractors, or others through cooperative agreements or permits under direction and supervision of the Forest Administrator. The specifications for construction and maintenance of roads and trails will

vary with the frequency, duration, planned use, and projected traffic counts of each road. Three major types of roads occur on the Forest: permanent primary roads; permanent secondary roads, and temporary/seasonal roads.

New road establishment **will** consider information identifying areas with sensitive soils or severe slopes that have the potential for adverse water quality impacts from land management practices including the use of the road. County staff will assist with development of site-specific measures where appropriate and assist with following all required permitting processes when applicable. Appropriate DNR staffing will be consulted during construction and development of all roads.

The **County** will create and maintain road densities to provide **efficient forest management and forest protection activities and public access to recreational experiences** without degrading water resources and wildlife habitat. Program evaluation of road infrastructure will continuously occur to determine needs for improvements, expansion or reductions to meet forest goals.

710 PERMANENT PRIMARY FOREST ROADS (Town Roads and County Forest Roads)

These roads are the primary roads for access of the County Forest for licensed motorized vehicles. They are designed, constructed, and maintained for year-round use. These roads serve as essential access corridors for multiple use management. Some of these roads are graveled and routinely graded. Vehicle use may be restricted at various times of the year to minimize physical damage to the road or for safety reasons.

Forest roads in this category qualify for the County Forest Road Aids and Town Road Aids programs. Qualifying roads in this program must meet minimum design standards set by WI Statute Section 86.315 (4) (a) and 86.315 (3) and administered by WI DOT. A yearly aid payment is used to maintain and improve these certified public roads. The following table lists the roads currently certified **and maintained to standards** under s. 86.31(1), Wis.

Stats. 86.31(1), Wis. Stats. Also included are roads proposed for addition once improvements meet statute requirements.

COUNTY CURRENT WDOT CERTIFIED

TOWNSHIP	SECTION	LENGTH (MI)	ROAD NAME/COMMENTS
TOWNSHIP	SECTION	LENGTH (MI)	ROAD NAME/COMMENTS

COUNTY PROSPECTIVE FUTURE WDOT CERTIFIED

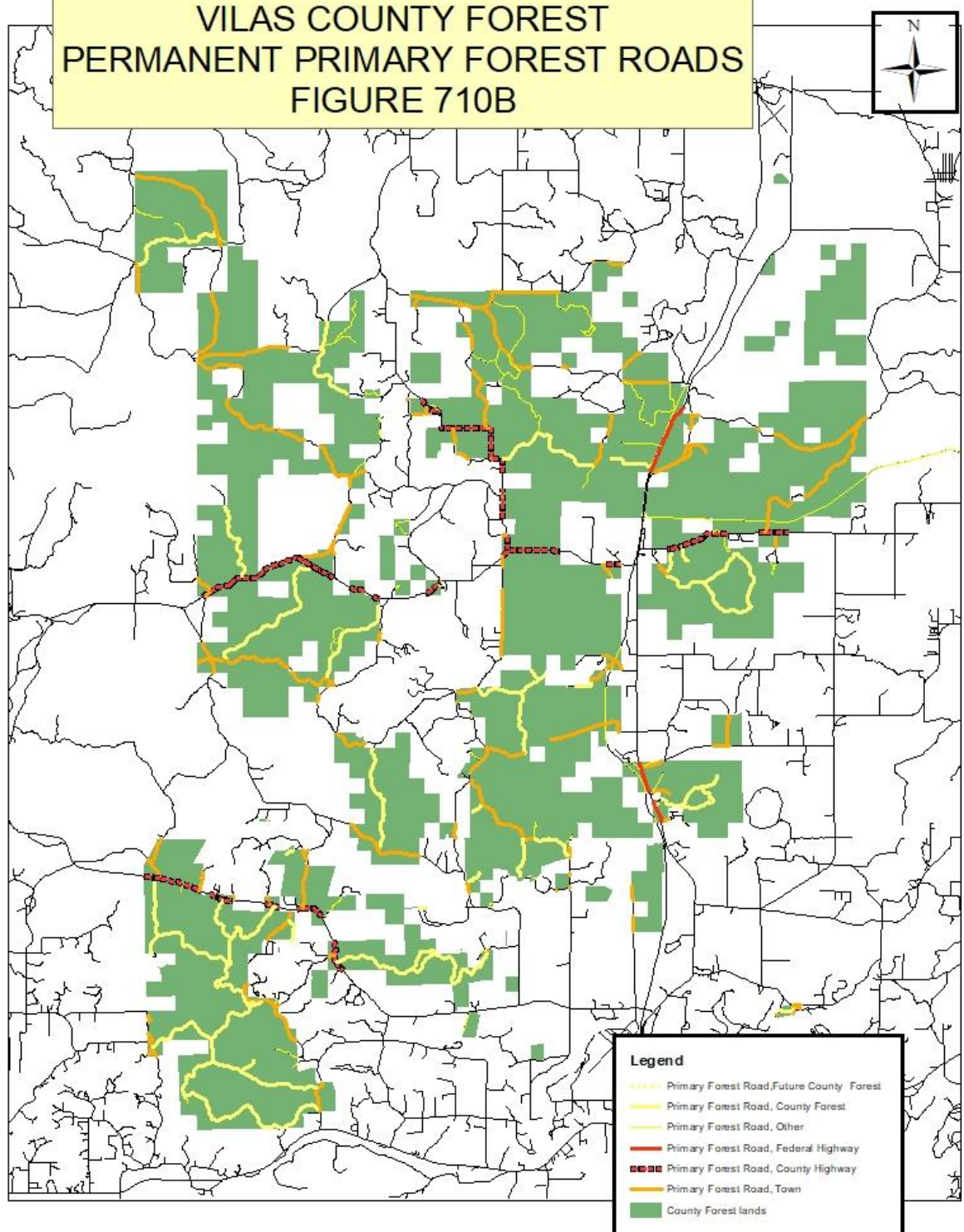
TOWNSHIP	SECTION	LENGTH (MI)	ROAD NAME/COMMENTS

*() Indicates the mileage of existing roads that will be improved and certified during the next ten years.

These permanent primary roads will be maintained and remain open to public use as required by 86.31(1), Wis. Stats. 86.31(1), Wis. Stats. County forest roads as 3 season roads with no snowplowing provided by the County. Grading of these roads will be

completed twice annually with spot repairs and gravel additions as budgets allow. Winter users of such roads, including logging contractors and the public that hold permits for access to private property will be responsible for snow removal if their use requires winter access. **User conflicts will be minimized on these roads by efforts to move motorized trails off from these roads and exclusion of additional motorized trails on these roads.**

VILAS COUNTY FOREST PERMANENT PRIMARY FOREST ROADS FIGURE 710B



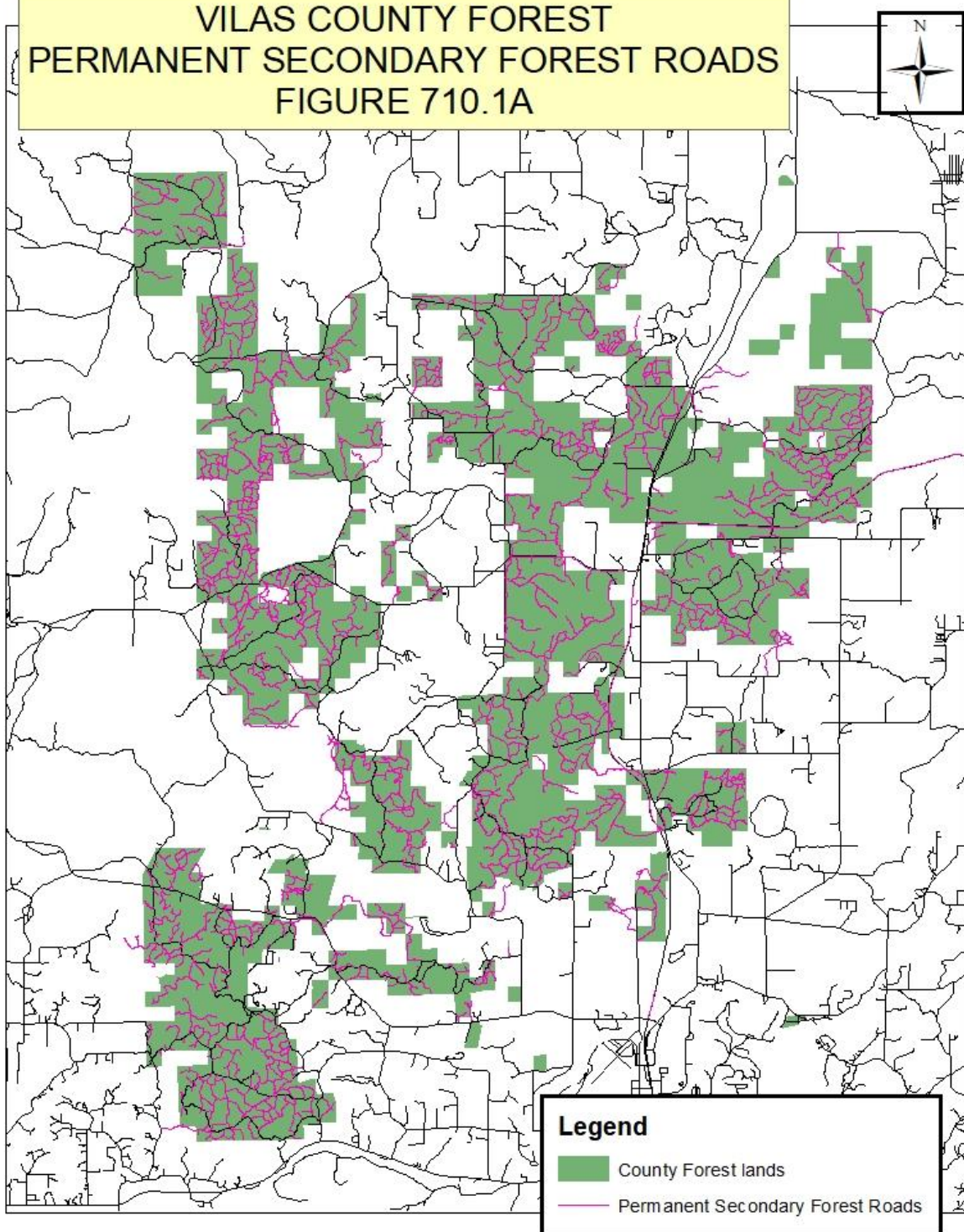
710.1 PERMANENT SECONDARY FOREST ROADS

These roads often serve a variety of uses including forest management, fire protection, and recreation access including hunter/hiking trails and potential emergency response. These roads also provide potential for emergency response into more remote areas of the forest. These roads are maintained in by scheduled clearing of the road and maintenance of a stabilized roadbed by mowing. These roads are part of a permanent road system but are often narrower than permanent primary roads and are built and maintained to standards which do not allow for safe public traffic or adequate surface maintenance. Some of these roads are designed for use only when the ground is frozen or firm. **In areas not restricted, these roads shall be the primary roads with dual use as motorized trails, when user conflict arises on these roads, usually during management activity, motorized trails will be temporarily re-routed to reduce user conflict.**

Most roads in this category are located in areas on the Forest where motor vehicle use is limited or restricted. These roads will be blocked and/or signed closed to motor vehicles for perpetually wet soils, human safety, prevention of illegal dumping and for road surfaces with inadequate maintenance potential. Roads, not within the boundaries of restricted access areas, may be considered for upgrades to an open condition if road standards can be upgraded to allow for a surface that can be maintained to a standard safe for the public and design provides protection of soil and water resources.

In instances where motorized traffic is restricted, motor vehicle access will only be authorized for planned management activities, fire protection, emergency response and in cases where motorized handicapped access has been approved.

VILAS COUNTY FOREST
PERMANENT SECONDARY FOREST ROADS
FIGURE 710.1A



710.2 TEMPORARY ROADS

Many of the roads on the Forest fall into this classification. These roads are designed and constructed for short-term use for a specific project; often for timber harvest access. These roads are used only for a short duration and when the activity is done, the temporary road is closed. These roads are naturally or artificially revegetated and closed by use of earthen berms/bunkers or other physical barriers. In some cases, roads are completely closed with slash and debris to prevent future use and to encourage natural regeneration of trees.

Temporary roads on existing and past timber sales will closed to motor vehicles for perpetually wet soils, human safety, prevention of illegal dumping and for road surfaces with inadequate maintenance potential. Roads, not within the boundaries of restricted access areas, may be considered for upgrades to an open condition if road standards can be upgraded to allow for a surface that can be maintained and design provides protection of soil and water resources.

The need for new temporary roads will be evaluated on a case-by-case basis. Road locations will be included in designing timber harvests. Consideration will be given to the objectives within each County Forest unit, existing road density, potential use, and soil type.

710.13 ROAD ABANDONMENT

Abandonment of roads which do not meet minimum standards of a permanent secondary road may be considered to protect natural resources. Abandonment and removal from the road inventory shall be recommended by staff and approved by action of the Forestry, Recreation and Land Committee.

710.1.4 STATE, COUNTY AND TOWN ROAD AND DRIVEWAY PERMIT REQUIREMENTS

State Highways Permits

Some accesses to the County forest are directly from State highways. The Forestry, Recreation and Land department retains and maintains Wisconsin DOT permits for permanent and temporary roads which intersect with state highways. The County will obtain DOT permits for any additional State highway access required. The accesses will be managed according to requirements within the DOT permit.

County Highways Permits

Some accesses to the County forest are directly from County highways. The Forestry, Recreation and Land department files, retains and maintains County Highway Department permits for permanent and temporary roads which intersect with County highways. The Forestry, Recreation and Land Department will obtain County Highway Department permits for any additional County highway access required. The accesses will be managed according to requirements within the County Highway access permit.

Town Road Permits

Some accesses to the County forest are directly from Town roads. The Forestry, Recreation and Land department files, retains and maintains Town road access permits, as may be required by individual towns for permanent and temporary roads which intersect with Town roads. The Forestry, Recreation and Land Department will obtain Town permits, as may be required, for any additional Town road access required. The accesses will be managed according to requirements within the Town access permit.

711 MOTORIZED TRAILS- REGISTERED RECREATIONAL VEHICLES AND SNOWMOBILES

These trails are the primary routes for registered recreational vehicle and snowmobile to provide forest access and to provide trail connections across the County Forest to connect communities within Vilas County or to existing trail corridors that fall outside of the County Forest boundaries. These are designed, constructed, and maintained for seasonal use

dependent upon trail type. All trails and troutes shall be operated and maintained by a duly formed club or organization only with a valid Land Use and Trail Maintenance Agreement enforced by the Forestry, Recreation and Land Staff and approved by action of the Forestry, Recreation and Land Committee

The County will create, maintain and create trail densities to provide sufficient access and maintain recreational experiences without degrading water resources and wildlife habitat. Program evaluation of trail infrastructure will continuously occur to determine needs for improvements, expansion or reductions to meet forest goals.

Prior to new trail establishment staff and the Forestry, Recreation and Land Committee will consider information identifying areas with sensitive soils, severe slopes that have the potential for adverse water quality, impacts to land management practices, natural resource impacts from trail use, and operability and manageability of trail surfaces proposed. County staff will assist with development of site-specific measures where appropriate and assist with required permitting processes when applicable. The specifications for construction and maintenance of trails will vary with the frequency, duration, planned use, and projected traffic counts of each trail. Appropriate DNR staffing will be consulted during construction and development of all trails.

Vilas County Forest staff will oversee the construction or all new motorized trails and maintenance of all existing motorized trails within the County Forest and will enforce land use and trail maintenance agreements as required. The specifications for construction and maintenance of trails will vary with the frequency, duration, planned use, and projected traffic counts of each trail. Three major types of motorized trails occur on the Forest: ATV/UTV trails; OHM trails, and Snowmobile trails.

712 ATV/UTV TRAILS AND TROUTES

The public is authorized to access the forest with **registered** All Terrain Vehicles (ATV's) and Utility Terrain Vehicles (UTV's), as defined in the most current Wisconsin DNR

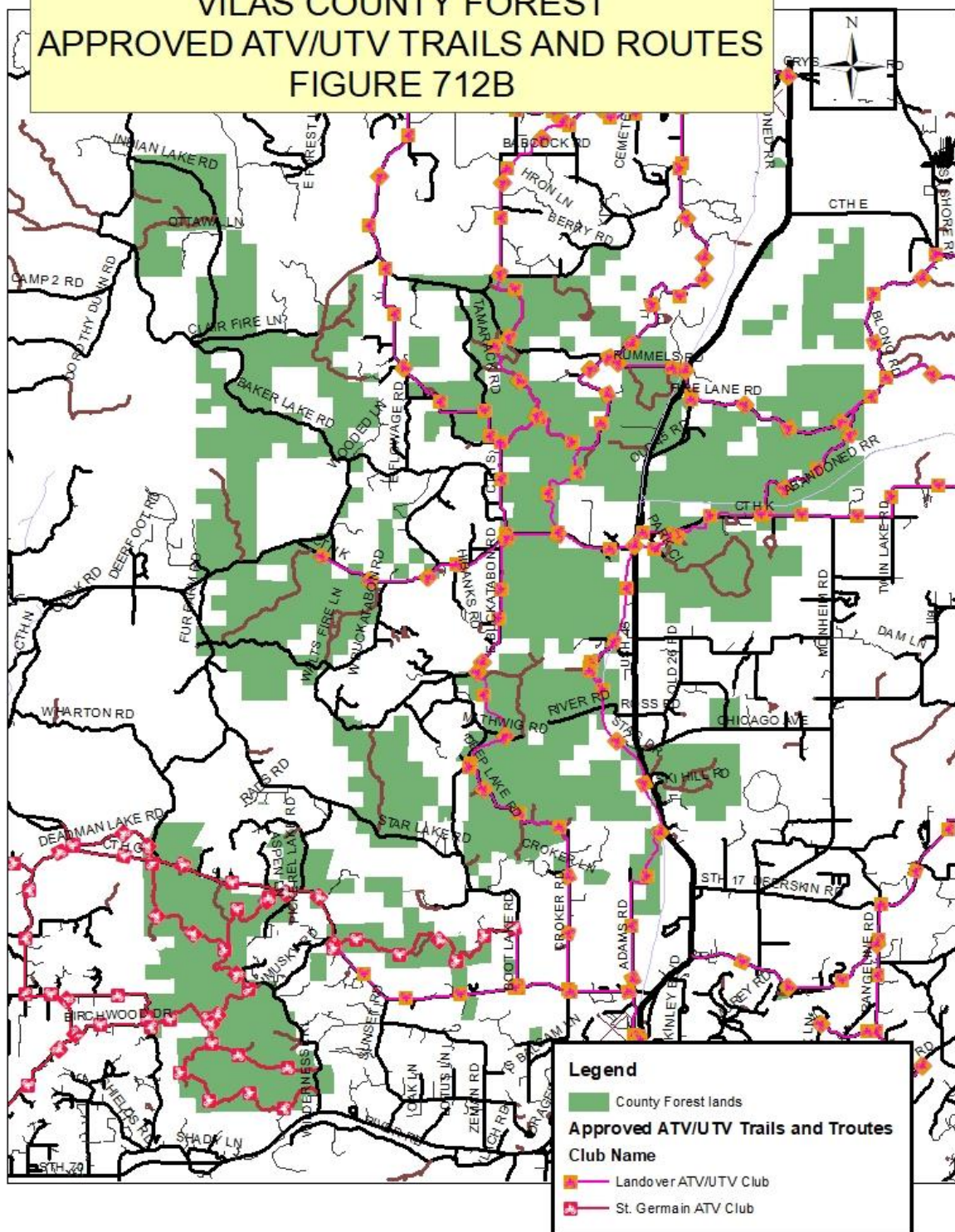
ATV/UTV regulations, only on trails and routes which have been approved for ATV/UTV use by action of the Forestry, Recreation and Land Committee. Cross county use of ATV/UTV vehicles or operation off approved trails and routes is prohibited. Violations of this condition may result in penalties as identified in the **Chapter 16 - Forest and Land Ordinance.** Approved trails must be signed, operated and maintained by an authorized and duly formed club or organization with a valid Land Use Agreement and Trail Maintenance Agreement as approved by committee action.

Some of the trails, also known as TROUTES include use by both ATV/UTV traffic and licensed motor vehicles. TROUTES are graveled and graded twice yearly utilizing County forest road funding. Trail clubs maintain the trails and TROUTES under this category as funding and machinery allow. ATV/UTV use in trails, routes or individual segments may be restricted at various times of the year to minimize physical damage to the trail or for determined lengths for safety reasons as determined by action of the Forestry, Recreation and Land Committee or defined in the land use agreement.

ATV/UTV trail funding from various sources is used to maintain and improve these trails and TROUTES. The following table lists the County Forest Land parcels that currently have land use agreements that authorize ATV/UTV trails on the Vilas County Forest:

Insert Table

VILAS COUNTY FOREST APPROVED ATV/UTV TRAILS AND ROUTES FIGURE 712B



712.1 TEMPORARY ATV/UTV TRAILS AND ROUTES

Short term re-routes of ATV/UTV trails are sometimes necessary to improve trail safety and reduce conflict with other uses on the forest within specific time frames. These trails are designed and constructed for short-term use for a specific time frame; often to reduce conflict with timber sales and forestry activities. These trails are used only for a short duration and when the activity is done, the temporary trail is closed. These trails are naturally or artificially revegetated and closed by use of earthen berms/bunkers or other physical barriers following use. In some cases, trails are completely closed with slash and debris to prevent future use and to encourage natural regeneration of trees.

Temporary trails utilized will be closed for protection of soils, human safety, prevention of illegal dumping and preservation of wildlife habitat.

The need for new temporary trails will be evaluated on a case-by-case basis. Temporary trails locations will be included in designing timber harvests and other activity that may create user conflict or safety issues with trail use, all temporary trail relocations will be approved by action of the Forestry, Recreation and Land Committee or as defined in the accepted Land Use agreement.

712.2 ATV/UTV SPECIAL PERMITS

Action of the Forestry, Recreation and Land Committee permits use of ATV's and UTV's on the County Forest for all County employees completing County activities as part of their duties. Trail organizations and cooperating entities may obtain a special permit from the Forestry, Recreation and Land Department for specific areas of the forest and specific time frames to complete trail and facility maintenance activities utilizing ATV/UTV's

713 OFF HIGHWAY MOTORCYCLE (OHM) TRAILS AND ROUTES

The public is authorized to access the forest with **registered** Off Highway Motorcycles (OHM), as defined in the most current Wisconsin DNR OHM regulations, **only on trails**

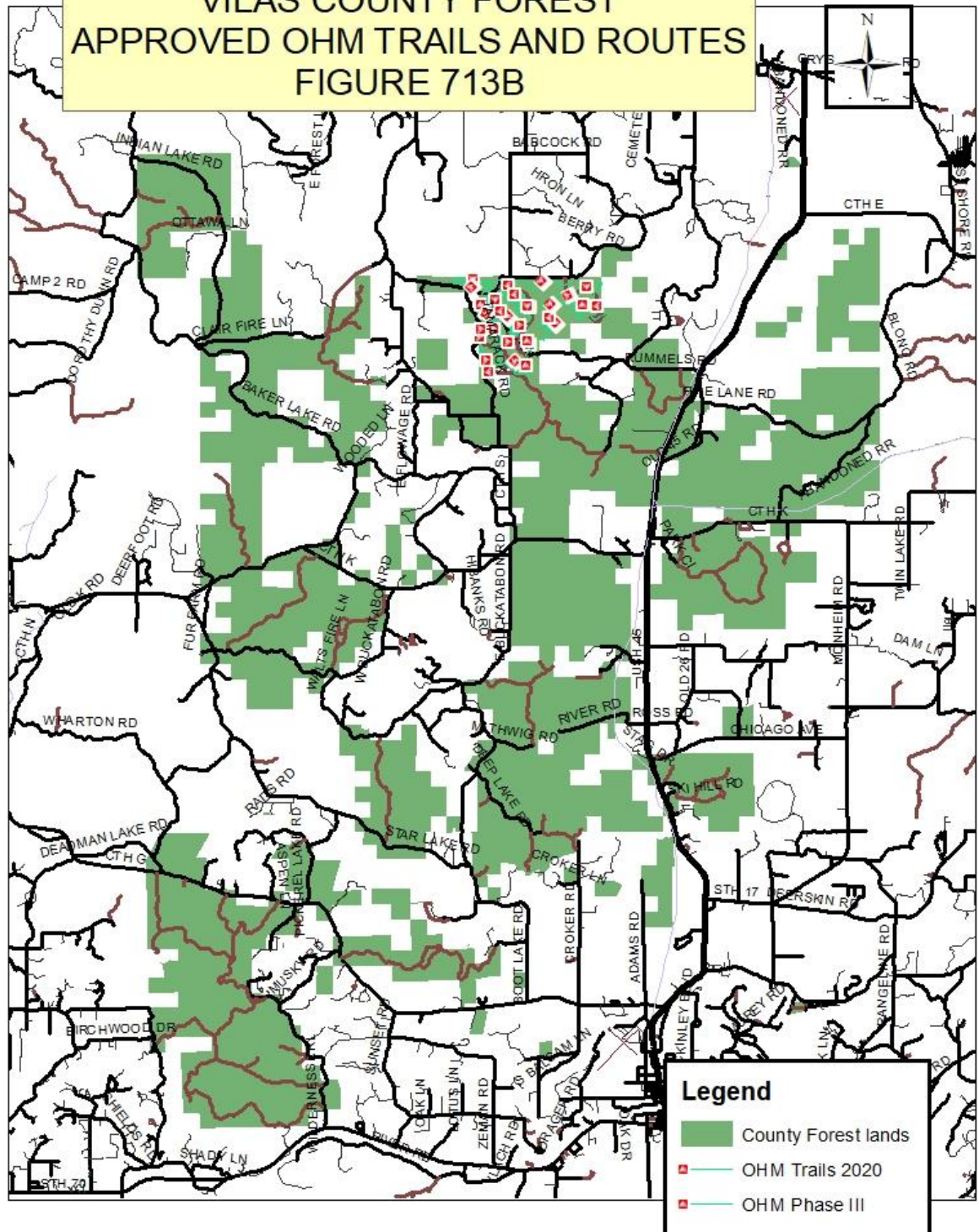
and routes which have been approved for OHM use by action of the Forestry, Recreation and Land Committee. . Cross county use of OHM vehicles or operation off approved trails and routes is prohibited. Violations of this condition may result in penalties as identified in the Chapter 16 - Forest and Land Ordinance. Approved trails and routes must be signed, operated and maintained by an authorized and duly formed club or organization with a valid Land Use Agreement and Trail Maintenance Agreement as approved by committee action.

OHM use of trails and routes or segments may be restricted at various times of the year to minimize physical damage to the trail or for determined lengths for safety reasons as determined by action of the Forestry, Recreation and Land Committee or as defined in the Land Use Agreement.

OHM trail funding from various sources is used to maintain and improve these trails and . The following table lists the County forest properties with OHM trails currently authorized on the Vilas County Forest:

Insert Table

VILAS COUNTY FOREST APPROVED OHM TRAILS AND ROUTES FIGURE 713B



712.1 TEMPORARY OHM TRAILS AND ROUTES

Short term re-routes of OHM trails are sometimes necessary to improve trail safety and reduce conflict with other uses on the forest within specific time frames. These trails are designed and constructed for short-term use for a specific time frame; often to reduce conflict with timber sales and forestry activities. These trails are used only for a short duration and when the activity is done, the temporary trail is closed. These trails are naturally or artificially revegetated and closed by use of earthen berms/bunkers or other physical barriers following use. In some cases, trails are completely closed with slash and debris to prevent future use and to encourage natural regeneration of trees.

Temporary trails utilized will be closed for protection of soils, human safety, prevention of illegal dumping and preservation of wildlife habitat.

The need for new temporary trails will be evaluated on a case-by-case basis. Temporary trails locations will be included in designing timber harvests and other activity that may create user conflict or safety issues with trail use, all temporary trail relocations will be approved by action of the Forestry, Recreation and Land Committee or as defined in the accepted Land Use agreement.

712.2 OHM SPECIAL PERMITS

Action of the Forestry, Recreation and Land Committee permits use of OHM on the County Forest for all County employees completing County activities as part of their duties. Trail organizations and cooperating entities may obtain a special permit from the Forestry, Recreation and Land Department for specific areas of the forest and specific time frames to complete trail and facility maintenance activities utilizing OHM trails or in other areas on the forest as may be necessary.

714 SNOWMOBILE TRAILS AND ROUTES

The public may access the forest with **registered** Snowmobiles, as defined in the most

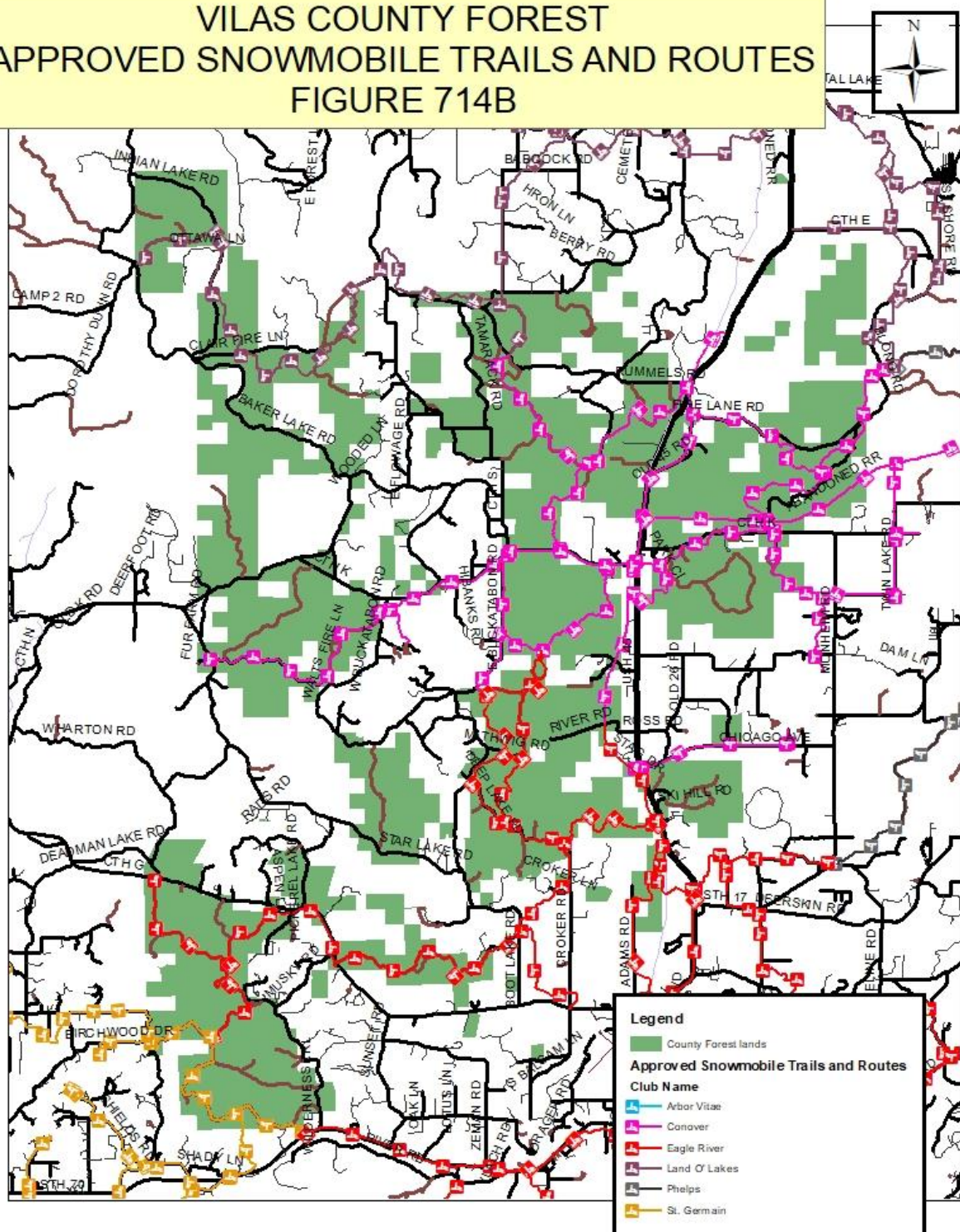
current Wisconsin DNR Snowmobile regulations, **only on trails and routes which have been approved for snowmobiles use by action of the Forestry, Recreation and Land Committee.** . Cross county use of snowmobiles or operation off approved trails and routes is prohibited. Violations of this condition may result in penalties as identified in the Chapter 16 - Forest and Land Ordinance. Approved trails and routes must be signed, operated and maintained by an authorized and duly formed club or organization with a valid Land Use Agreement and Trail Maintenance Agreement as approved by committee action.

Snowmobile use of trails and routes or segments may be restricted at various times of the year to minimize physical damage to the trail or for determined lengths for safety reasons as determined by action of the Forestry, Recreation and Land Committee or as defined in the Land Use Agreement.

Snowmobile trail funding from various sources is used to maintain and improve these trails and . The following table lists the County forest properties with snowmobile trails currently authorized on the Vilas County Forest:

Insert Table

VILAS COUNTY FOREST APPROVED SNOWMOBILE TRAILS AND ROUTES FIGURE 714B



714.1 TEMPORARY SNOWMOBILE TRAILS AND ROUTES

Short term re-routes of Snowmobile trails are sometimes necessary to improve trail safety and reduce conflict with other uses on the forest within specific time frames. These trails are designed and constructed for short-term use for a specific time frame; often to reduce conflict with timber sales and forestry activities. These trails are used only for a short duration and when the activity is done, the temporary trail is closed. These trails are naturally or artificially revegetated and closed by use of earthen berms/bunkers or other physical barriers following use. In some cases, trails are completely closed with slash and debris to prevent future use and to encourage natural regeneration of trees.

Temporary trails utilized will be closed for protection of soils, human safety, prevention of illegal dumping and preservation of wildlife habitat.

The need for new temporary trails will be evaluated on a case-by-case basis. Temporary trails locations will be included in designing timber harvests and other activity that may create user conflict or safety issues with trail use, all temporary trail relocations will be approved by action of the Forestry, Recreation and Land Committee or as defined in the accepted Land Use agreement.

714.2 SNOWMOBILE SPECIAL PERMITS

Action of the Forestry, Recreation and Land Committee permits use of Snowmobiles on the County Forest for all County employees completing County activities as part of their duties. Trail organizations and cooperating entities may obtain a special permit from the Forestry, Recreation and Land Department for specific areas of the forest and specific time frames to complete trail and facility maintenance activities utilizing snowmobile trails or other areas on the forest as may be necessary.

715 SEASONAL LAKE ACCESS USING RECREATIONAL VEHICLES AND SNOWMOBILES

During times of frozen lake conditions, the public is authorized to utilize registered recreational vehicles and snowmobiles on following roads and facilities on the County Forest:

Muskie Landing Road and Boat Landing

Boot Lake Landing Road and Boat Landing

Eagle Lake Landing Road and Boat Landing

Snipe Lake Landing Road and Boat Landing

Lake of the Hills Landing Road and Boat Landing

Little Tamarack Flowage Landing Road and Boat Landing

716 TEMPORARY CLOSURE OR ABANDONMENT OF MOTORIZED TRAILS

Temporary Closure or Abandonment of trails may be considered when trails are no longer supported by a club or organization or a valid Land Use and Trail Maintenance Agreement has expired. Closure or Abandonment shall be recommended by staff and approved by action of the Forestry, Recreation and Land Committee.

718 UTILITIES

Many utility crossing permits exist across the Vilas County Forest. All utility crossing permits shall be processed through Vilas County Corporate Counsel and approved by the Forestry, Recreation and Land Committee

720 CULVERTS

In many cases culverts are needed in all classifications of roads and trails that are on the County Forest when dealing with drainages, wetlands and stream crossings. Some of these are temporarily placed culverts that are used during a specific project then removed, while others are permanent structures.

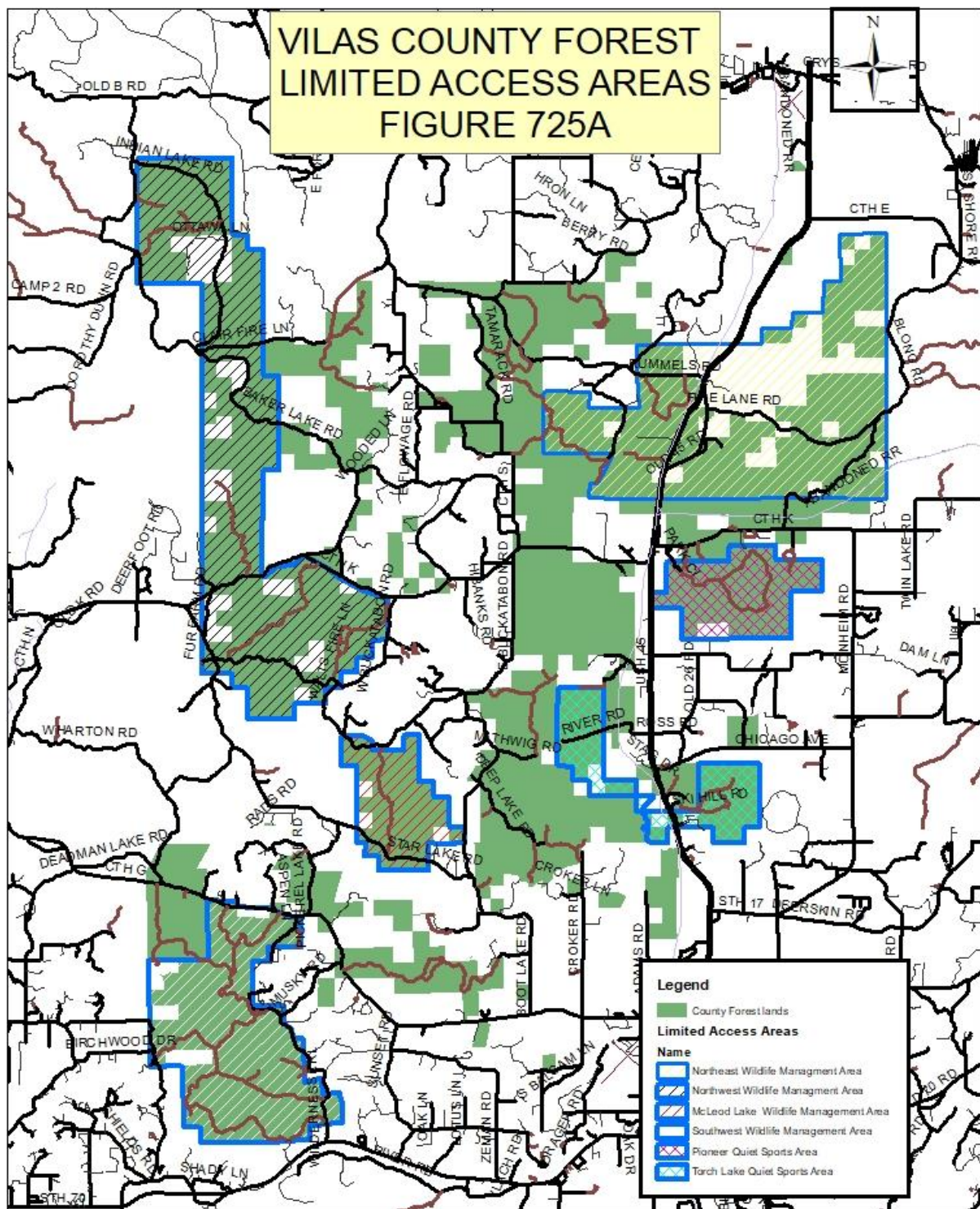
In all instances, culverts will be placed according to required DNR permitting procedures

and should follow BMP's for culverts that can be found in chapters 4 and 5 of the WI BMP's for Water Quality PUB FR-093 2010.

Routine maintenance of these structures should also be completed to make sure structures are adequately working. The county may want to consider documenting the location of culverts on the forest and provide a list of the culverts that should be routinely checked.

725 LIMITED ACCESS AREAS

In addition to providing trails for motorized vehicle use, the Forest may also provide and designate areas where motorized equipment is not permitted unless authorized by the Committee. The principal intent of these areas may include protection and preservation of contiguous blocks of wildlife habitat, to provide for areas for quiet, secluded recreational activity including hunting, prevention of environmental damage to sensitive areas, protection of historical or archeological sites, or protection of endangered and threatened species populations and habitat. Non-motorized forest access will be the priority in these areas. Roads, trails and routes with authorized motorized use, established prior to this plan, will allow continuation of the motorized use, however construction of additional motorized accesses within these areas will be restricted unless authorized by the Forestry, Recreation and Land Committee by modification of this plan. The areas in Figure 725A have been designated as restricted access areas on the County Forest:



720 WILD LAKES

The surface waters encompassed under the wild lakes designation include those restricted use areas that are not open to any gasoline-powered vehicles, water craft, or snowmobiles except when snow covered. In general, all or most of the shorelines of these lakes and streams are owned by Vilas County. Counties may request that townships, under authority of s. 30.77 (3) Wis. Stats., establish regulations restricting motorized use on these surface waters. Canoes, kayaks, and boats propelled by wind, oars, or electric motors are permitted. Gasoline or diesel powered equipment is not permitted. The intent of these restrictions is to protect the aquatic resources of these lakes but still allow human access. On the Vilas County Forest the following lakes are designated as “Wild Lakes”:

Consideration of the following lakes if not already designated:

Wood Duck Lake

Ewald Lake

Sunken Lake

Mud Minnow Lake

McLeod Lake

Cooks Lake

Tellefson Lake

Deep Lake

Tamarack Creek

Langley Lake

White Spruce Lake

Portage Springs

725 ROAD and TRAIL CONSTRUCTION- BEST MANAGEMENT PRACTICES FOR WATER QUALITY

The layout and construction of any new road or trail situated on the County Forest shall adhere to *Wisconsin’s Best Management Practices for Water Quality* (PUB-FR-093-95).

This access management plan addresses the need and diversity level of forest roads and trails within the County Forest. The BMP Manual provides guidelines for road construction. Soil disturbance activities in highly erodible soil areas may require mitigating measures in excess of those currently listed in the Best Management Practices manual PUB-FR-093-2010. Wider buffers, sediment control structures and water diversion techniques will be used as appropriate in these sensitive areas.

726 CULVERTS

In many cases culverts are needed in all classes of roads and trails that are on the County Forest to deal with proper drainage, wetlands and stream crossings. Some of these are temporarily placed culverts that are used during a specific project then removed, while others are permanent structures.

In all instances, culverts for roads and trails will be placed according to required DNR permitting procedures and will follow BMP's for culverts that in WI BMP's for Water Quality PUB FR-093 2010.

Routine maintenance of these structures will be completed to make sure structures are adequately working. The county will establish a culvert inventory to document the location of culverts on the forest and provide a list of the culverts that should be routinely checked.

730 SIGNS

Signs on the County Forest will be used discreetly to perform and function with minimal disruption to the multiple uses of the Forest. Private signs promoting personal, commercial or political objectives will not be permitted on the Vilas County Forest. Signs erected by the county for management purposes or by non-profit recreational trail groups will be as follows:

1. Informational Type Signs
 - A. Interpretive Signs - to educate the general public about forest management practices.

- B. Public Land Signs - to identify the land as _____ County Forest property.
 - C. Trail Markers - to provide direction and safety to trail users.
 - D. Scientific, Historical or Geological Markers - to identify points of interest.
 - E. Recreational Facility Markers - to identify park entrances, etc.
 - F. Directional Markers.
2. Regulatory Type Signs - to regulate the use of the Forest in specific areas.

730.1 SIGNING STANDARDS

To assure that signs will serve a purpose without damaging aesthetics, the following standards will be maintained: *(insert your county policy below)*:

1. All signs will be mounted on treated wood posts or steel backed wooden posts. Standard color for signs will include white lettering with a brown background.
2. Routed wood signs will be used wherever practical. Fiberboard or painted metal signs, when used, will be of neat appearance and shall be approved by the Forestry, Recreation and Land Committee prior to placement.
3. Signs placed on snowmobile/ATV/OHM trails must conform to state standards and be approved by the committee.
4. All authorized signs shall be protected by ordinance from being damaged, defaced, obstructed, removed, or possessed by unauthorized persons.
5. Any sign placed on the forest for any reason must be approved by action of the committee and placement must be coordinated with Forestry staff.
6. All unauthorized signs will be removed by the Forestry staff. No compensation will be afforded for loss or damage to signs during removal. Individuals erecting unauthorized signs may be prosecuted under s. 943.13(3), Wis. Stats.